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REPORT NO. [REDACTED]

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COUNTRY USSR

DATE DISTR. 16 Feb. 1954

SUBJECT Airfields in the Turkmenian SSR

NO. OF PAGES 3

DATE OF INFORMATION [REDACTED]

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REFERENCES:

PLACE ACQUIRED [REDACTED]

THIS IS UNEVALUATED INFORMATION

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Mary Airfield:

1. [REDACTED] had never been at this airfield, consequently [REDACTED] was unable to pinpoint it or make a sketch. However, [REDACTED] passed through Mary a number of times en route from [REDACTED] the last time being in [REDACTED]
2. In a casual conversation with two or three pilots who flew PO-2's and landed at Kushka \angle N 35-16, E 62-247, these pilots [REDACTED] that Mary Airfield was a large military airfield. Based on that conversation [REDACTED] felt rather certain that the airfield contained paved runways and taxi strips and was absolutely certain that a MIG-15 fighter division was based there. [REDACTED] never saw any of the jet aircraft, nor did [REDACTED] know the unit designations or number of the air division. [REDACTED] unable to state whether or not the pilot landed at this airfield. [REDACTED] no further information.
3. The pilots [REDACTED] were assigned to an aviation border regiment (Pogranichnyy Aviatsionnyy Polk) subordinate to the Commanding Officer of Border Troops, Turkmen District, General Major DYEMSHIN.

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The designation and location were unknown [redacted] stated that this regiment should have had 30 PO-2's but did not know how many were assigned to them, because they were not up to strength. These planes were used mainly for communication and for surveying the mountainous border terrain for possible border crossers. Flights to check these areas were made about once every 7 or 10 days. No further information.

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Takhta Bazar Landing Strip:

4. This was purely a landing strip located on the west side of the road which led from the train station at Tashkepristroy to Takhta Bazar N 35-57, E 62-50 and three to five kilometers west of Takhta Bazar. It consisted of an unpaved landing strip 2,500 x 1,000 m., used primarily as an emergency field and for ferrying VIP's to the area in L1-2 aircraft.
5. There were no definite boundaries to the airfield and there were absolutely no technical or POL facilities. The weather in this area was extremely torrid and dry. It rained usually about five or six times a year, during the period from December to March. The remaining months were hot and cloudless.

Airfield at Ashkhabad N 37-57, E 58-23:

6. [redacted] never saw this airfield, or any of the base aircraft, [redacted] felt certain that the airfield existed and that the fighter division stationed there had jet fighter aircraft.

Kushka Airstrip:

7. This was a small airstrip located on the eastern edge of the small village of Morgunovskiy which was approximately two kilometers east of Kushka. It consisted of a level, dirt landing strip 2,000 x 800 m. used primarily as an emergency field as well as for ferrying VIP's to the area in L1-2 aircraft. There were no buildings, no technical facilities of any kind, nor were any aircraft or military personnel stationed there. In addition, [redacted] was absolutely certain that for a distance of approximately 250 km. east and 250 km. west of Kushka, along the USSR-Afghanistan Border, there were no radar stations or airfields exclusive of the radar station at Chemen-i-Bid [redacted].

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ENCLOSURE:

1. [redacted] Sketch of the Kushka Airstrip

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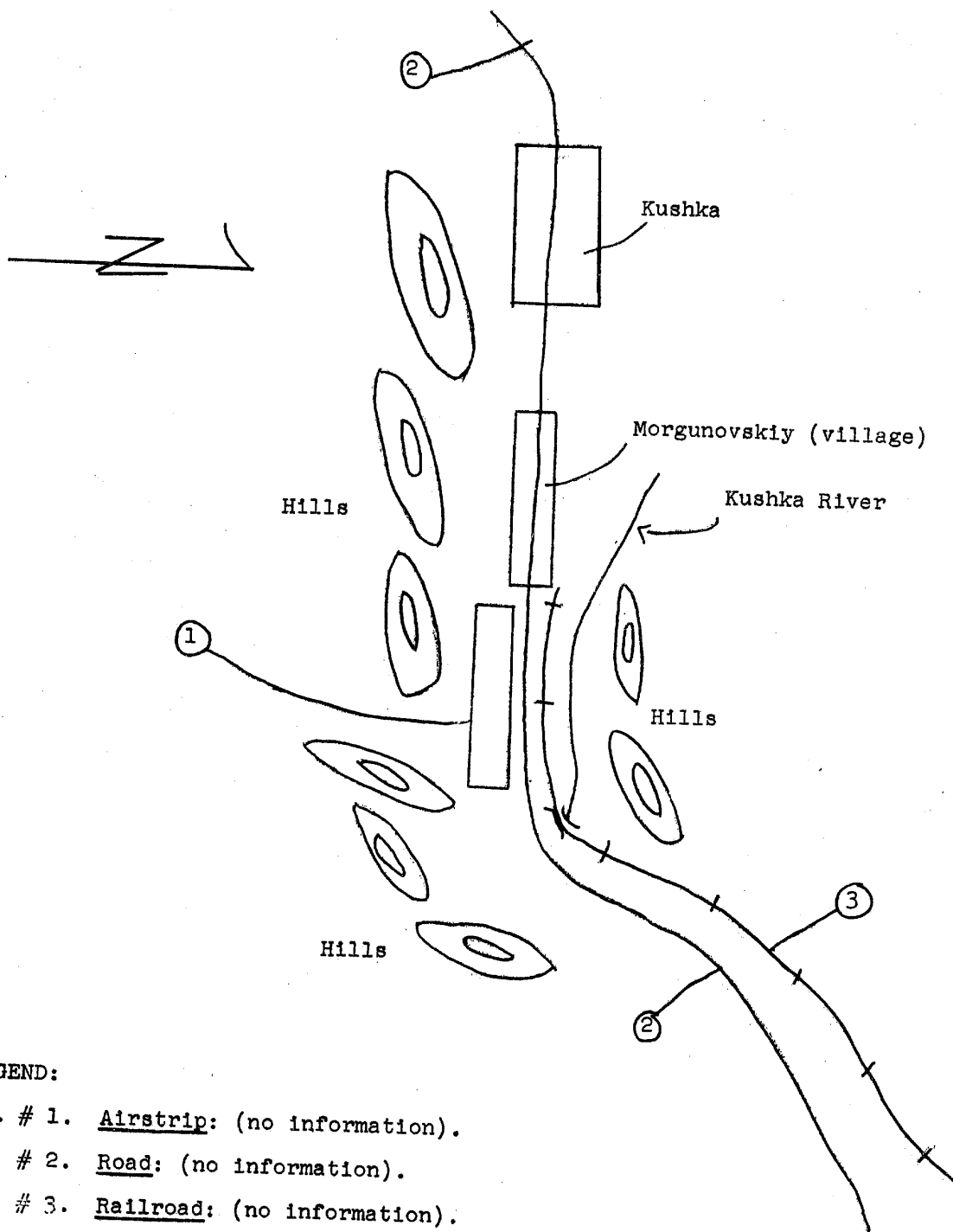
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ENCLOSURE 1:

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Sketch of the Kushka Airstrip



LEGEND:

Pt. # 1. Airstrip: (no information).

2. Road: (no information).

3. Railroad: (no information).

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